

IN THE SPECIFICATION

Please delete paragraphs [0001] and [0017] in the substitute specification and replace them with the paragraphs set forth immediately below in clean form. Additionally, in accordance with § 37 CFR 1.121(b)(iii), paragraphs [0001] and [0017] amended herein are set forth in a marked up version on the sheets attached to this amendment.

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[0001] DE 31 30 185 A1 discloses a disc brake with resetting springs. The disc brake includes two resetting springs spaced in a circumferential direction and abutting with free spring legs on brake linings arranged on either side of the brake disc. The brake linings are lifted from the brake disc after a brake operation due to the spreading effect of the spring legs. The springs are compressed between a brake holder, a brake caliper and the brake linings in a first assembly. The resetting springs are anchored only insufficiently in the disc brake so that the resetting springs may easily be detached ^{for ext} and lost, especially when exposed to vibrations. In a second design, the resetting springs are screwed to the disc brake. However, this necessitates an undesirable additional fastening means for each resetting spring. In addition, the use of two resetting springs basically involves the risk that in the event of failure of one of the resetting springs there will occur an inclined position of a brake lining which impairs functioning.

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[0017] Figure 1 shows a first design of the spring assembly with a wound tension spring 8 which, with a first spring end 11, is attached to the brake lining 5 and, with a second spring end 12, is attached to the brake housing 3. The first spring end 11 is preferably hooked detachably at a shackle 13 on the brake lining 5, the said shackle being shaped on the side of the brake lining 5 remote from the friction lining 14. Especially, the shackle 13 is secured to the back side of a carrier plate 15, the front side of which carries the friction lining 14. The second spring end 12 is hooked into a bore 16 or other indentation in the brake housing 3 and thus fixed in a detachable manner. However, still other appropriate fastening means are possible for the detachable fixation of the two spring ends 11, 12. The first spring end 11 is secured to the brake lining 5 so that the point of force application of the tension spring 8 on the

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brake lining 5 radially overlaps the force contact area of the actuating devices 4 on the brake lining 5. The result is that a spring force is exerted on the brake lining 5 and actively lifts the actuating devices 4 from the brake disc after brake application. Additionally, the point of force application is chosen so as to prevent an inclined positioning of the brake lining 5 with respect to the friction surface of the brake disc. Further, the tension spring 8 ensures the clearance-free abutment of the brake lining 5 on the actuating device 4, for example, a brake piston. The actual spiral-type wound tension spring 8 abuts in a protected fashion on the brake housing 3 in an indentation 17 between the actuating devices 4. Consequently, the tension spring does not straddle the brake disc and is hence unaffected by the brake disc rotation. Similar to the design as a tension spring 8, a compression spring is also possible for the adjustment of a clearance.

Please add the following new paragraph [0025] after paragraph [0024] at the end of the specification.

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[0025] The various embodiments described above are provided by way of illustration only and should not be construed to limit the invention. Those skilled in the art will readily recognize various modifications and changes that can be made to these embodiments without strictly following the example embodiments and applications illustrated and described herein, and without departing from the true spirit and scope of the present invention, which is set forth in the following claims.

IN THE CLAIMS

Applicant cancels Claims 10-18 without prejudice. Please add new Claims 19-43 below. No new matter has been added.

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19. (New) A spot-type disc brake assembly, comprising:
a ⁽³⁾ brake housing;
at least one ⁽⁴⁾ actuating device arranged in the brake housing to apply an actuating force to the at least one brake lining;
a ⁽¹⁴⁾ first brake lining detachably connected to the actuating device;